

Full campgrounds, crowded roads, aging infrastructure, and many other challenges face the Park Service today. Because Glacier has been discovered, people are coming to visit Glacier, as well they should. It is so magnificent. So we do need a management plan that does meet these challenges and preserves the quality of Glacier National Park.

But so far, the National Park Service, it seems, is doing a better job at scaring people, at frightening people, particularly those who use Glacier, than in making citizens full partners in the plan which protects the park for future generations.

The Daily Interlake, a Kalispell newspaper, editorialized:

The Park Service has come up with a document that by accident or design manages to offend just about everyone one way or another.

I might say, that is an understatement. Most people I talk to are, if not outraged, quite upset. And given the conversations I have had with them, and others who have visited Glacier Park over the last couple weeks, I can tell you that something has to be done.

For decades visitors have had a truly first-class experience when they visit Glacier. Radical changes could make these experiences a thing of the past.

I want to believe that the Park Service has merely had a clumsy beginning, a clumsy start, which will soon lead to a very productive process that reflects public sentiment concerning proper Glacier management. But up to now, the Park Service has done very little to reassure Montanans about where they are heading.

I think we need an insurance plan, an insurance policy, something that guarantees that the new management plan will not go haywire. So my amendment provides that protection. It allows the Park Service to go ahead, but it requires them to submit the final Glacier general management plan to the Senate Energy Committee and the House Resources Committee. These committees will then have 90 days to review the plan before it goes into effect. That, I think, will guarantee public input and a final management plan that preserves the Glacier Park experience.

This amendment is a final line of defense against illogical or unresponsive decisionmaking by the National Park Service, not that I expect them to be unresponsive or illogical, but I think it is important to have an insurance plan. I think this amendment will help make that happen.

BEARTOOTH HIGHWAY

Mr. President, on another matter, I will also offer an amendment to ensure the proper management of one of the most spectacular highways in the United States, that is called the Beartooth Highway. Highway 212, better known as the Beartooth Highway, begins just outside Red Lodge, MT. It climbs a mountain to Line Creek Plateau looking out over the Absaroka-

Beartooth wilderness area of Wyoming and Montana. It then proceeds on to Cooke City and the northeastern entrance of Yellowstone National Park. It is truly magnificent. Anyone who has ever taken a vacation in that part of our country, put it on your calendar, the possibility of driving the Beartooth Highway. I guarantee you will not regret it.

It is named for a spectacular rock spire, capping a mountain ridge, carved by ancient glaciers into the shape of a bear's canine tooth. That is why it is called Beartooth. When traveling up Beartooth Highway, travelers often see wildlife from moose to the bighorn sheep, black bear, and golden eagle. High meadows in the spring are covered with alpine wildflowers, while snowdrifts often last all summer long. It is magnificent.

Travelers driving the Beartooth Highway see some of the most unusual and spectacular scenery in our country. And maybe that is why Americans have treasured this region—according to archaeological evidence—for the past 12,000 years. That is about as long as human beings have lived on our continent.

Since the Beartooth Highway was built in the 1930's, the National Park Service has kept it plowed to make sure it is open for tourism by Memorial Day weekend. This has guaranteed access for Americans who want to appreciate this part of our heritage. And it has helped to ensure prosperity for towns along the road, in places like Red Lodge, Cooke City, Silver Gate.

But this year the Park Service did not open the highway on Memorial Day. It did not plow the road on time. And small businesses in the gateway communities—already reeling from the Congress' blundering decision to shut down the Government at the height of the winter tourist season—felt the impact. To make matters worse, these towns can expect the same thing to happen in the future. Because soon after Memorial Day, the Superintendent of Yellowstone announced that after 1997, the Park Service will no longer make sure the Beartooth Highway is open at the start of the tourist season.

The Superintendent's reason for this policy change stems from the budget squeeze that Yellowstone is feeling. That is not a frivolous decision, and I am sympathetic to the challenges the Park Service faces in managing Yellowstone. But walking away from responsibility to Beartooth Highway and these gateway communities is not acceptable.

Rather, I believe we have to find a solution now. And I think it is clear. The responsibility for the Beartooth Highway rests jointly on the Park Service and on the Forest Service. Visitors use this road to get both to Yellowstone and the Absaroka-Beartooth Wilderness Area. The former, of course, is managed by the Park Service and the latter by the Forest Service. So both

agencies should share equally in the cost of opening the Beartooth Highway.

My amendment requires the Park Service and the Forest Service to enter into a memorandum of understanding by April 1, 1997, to split the cost of opening the Beartooth Highway between the two agencies. It also requires these agencies to make sure that the Beartooth Highway is open to traffic by Memorial Day each year.

I think this is fair. It is a good, common sense solution. It will help ease the Park Service's concerns over funding. It will make sure Americans can drive this highway in the spring. And it will make sure small businesses in Red Lodge, Cooke City, and others, who depend on the Beartooth Highway opening at the beginning of the tourist season, can look to the future with confidence.

Mr. GORTON. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. GORTON. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

ORDER FOR MORNING BUSINESS

Mr. GORTON. Mr. President, I ask unanimous consent that at the hour of 11:30 a.m., there be a period for morning business with Senators permitted to speak for up to 5 minutes each, with the following times designated as follows: Senator THOMAS in control of the time from 11:30 until noon, Senator DASCHLE or his designee from noon to 1, Senator COVERDELL or his designee from 1 to 2.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. GORTON. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. GREGG. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER (Mr. GORTON). Without objection, it is so ordered.

Mr. GREGG. Mr. President, I ask unanimous consent to proceed for 10 minutes as in morning business.

The PRESIDING OFFICER. Without objection, it is so ordered.

TERRORISM

Mr. GREGG. Mr. President, I want to raise the issue today of how we, as a nation, are continuing to address the question of terrorism.

Yesterday, the committee which I chair, the Subcommittee on State, Justice, Commerce, a subcommittee of the Appropriations Committee, had the